



Contact KYTC Maintenance for Assistance

KYTC maintenance personnel can provide guidance and on-site assistance at a crash scene. KYTC's personnel are trained to safely add slack to cables by removing posts and loosening turnbuckles. If you have any questions or safety concerns regarding median cable guardrails please contact KYTC at:

Northern Kentucky: (859) 341-2700
Lexington: (859) 246-2355
Louisville: (502) 367-6411

or after hours, at 877-FOR-KYTC.



Please Don't Cut the Cable

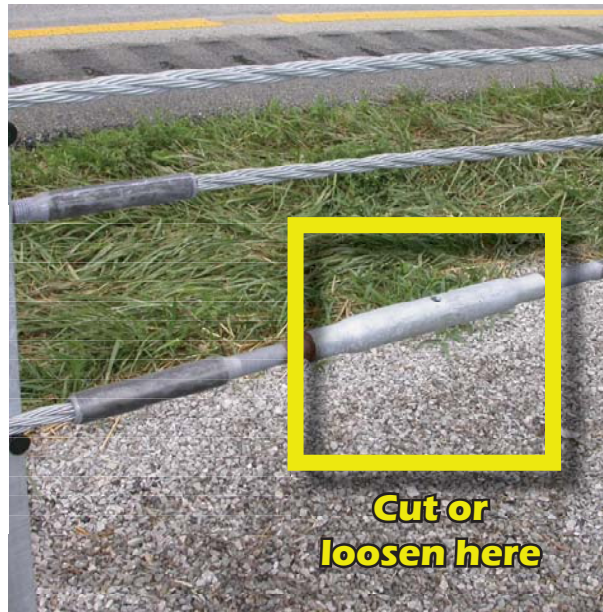
Thirty years ago, a driver errantly crossing the median of an Interstate in Kentucky had a good chance of crossing over the opposing lanes without conflict. As the number of people traveling thru the Bluegrass State increases, a motorist errantly crossing the median is now more likely to collide with another vehicle. Cross-median crashes, where vehicles hit oncoming traffic head-on at high speeds, are more likely than most to result in fatalities and serious injuries.

To address this issue and improve safety, the Kentucky Transportation Cabinet (KYTC) has begun installing cable barrier in the median of interstate highways that have a high risk of cross-median crashes. Studies across the nation have shown that cable barrier installations have been very successful in stopping cars from crossing into the opposing lanes of traffic.



Keeping the Cable Intact

Response personnel must work quickly during an emergency and cutting a cable may be the only option. However, during cleanup of the crash site, it may be tempting to cut the cable to gain better access when vehicles are tangled in the cable. There are much better options! Because this barrier is so effective in preventing cross-median crashes, it's important that it stays intact, when possible.



Median cables are under thousands of pounds of tension pressure. If a cable is cut, the amount of tension may cause serious injury. Each 1,000 foot section of cable is connected together and tightened with a metal turnbuckle (shown in the picture). The tension in the system may be released by turning the turnbuckles with simple pipe wrenches on either side of the impact zone. Taking out the tension will create slack in the cable and will allow the cable to be moved out of the way. Cutting the system should be a last resort and the cable rope itself should never be cut.

In the unlikely event that the system does need to be cut, the responders should cut the system only at a turnbuckle (Shown in the Highlighted square above). Cutting through at the center of this connection will keep the cable intact.

There are several reasons why the cable should not be cut:

- Cables can not be spliced once they are cut. If the cable is cut, the 1,000 foot section must be completely replaced.
- Replacement is costly, but most importantly, takes approximately four to six weeks, leaving motorists without the benefits of this safety feature.



Our goal is to maintain and improve a safe, efficient, environmentally sound and fiscally responsible transportation system to ensure mobility & access, and to promote economic growth for all citizens of the Commonwealth.



Cable barrier systems are not designed to prevent large vehicles, such as tractor-trailers, from crossing the median. However, there have been several cases where the stretchable cable has averted large vehicles from entering the opposing lane of traffic.